Regulation of casual labour

2973. SHRI GAYA SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that the Superintending Engineer, Coordination (Elect.), C.P.W.D. New Delhi during the months of December, 1994 and January, 1995 appointed a large number of workers as Khallasis, Lift Operators etc. from the Employment Exchange although there are a large number of casual workers waiting to be regularised in these categories;

(b) if so, the details thereof in each category;

(c) whether it is also a fact that during this period a large number of casual workers in the categories of Khallasis, M. L. Driver, Lift Operator, etc. who were appointed after 18th November, 1985 have also been regularised;

(d) if so, the details thereof in each category; and

(e) the reasons for not extending the benefit of regularisation to all categories of casual workers appointed after 18th November, 1985?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P. K. THUNGON): (a) and (b) The Superintending Engineer (Coord.) (Elect.), CPWD, Delhi, made the following appointments during December 1994 through Employment Exchange in the categories of Khallasis and Lift Operators:—

Khallasis	—	124
Lift Operators	—	329

The service of the casual workers in these two categories within the jurisdiction of SE (Coord.) (Elect.), CPWD, Delhi recruited before the imposition of ban on engagement of casual worker on 18.11.1985 have been regularised.

(c) and (d) The services of the following daily rated casual workers in the category of M.L. Driver Khallasis recruited after 18.11.1985 have been regularised by the SE (Coord.) (Elect.):—

M. L. Drivers	—	37
Khallasis	—	35

(e) A ban was imposed on engagement of daily rated causal workers in the CPWD w.e.f. 18.11.1985. However, casual workers in certain categories in small numbers were engaged by field units under the Department in the exigencies of work. The regularisation of these workers will also be considered in due course of time subject to their eligibility and availability of regular direct recruitment quota posts.

Site for New Chandigarh city

2974. SHRI RAJ NATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government are aware that State Government of Punjab have decided to develop a separate township of New Chandigarh adjacent to the existing city, if so, what are the details thereof and whether the proposed plan has approval of Cenral Government;

(b) whether Government are aware that proposed site for New Chandigarh city will grab most of the cultivated agricultural land, if so, the area proposed to be covered under the plan and the number of people likely to be affected;

(c) whether it is a fact that a strong protest is being raised against developing this township; and

(d) what is the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P. K. THUNGON): (a) The Government of Punjab has decided to develop an

Urban Estate near Chandigarh for regulated growth of the area, based on a feeling that unless a new Urban Estate is developed, there is a threat of unregulated and unplanned growth in the periphery of Chandigarh. The New Urban Estate is planned to be developed in the Punjab territory. The details of the proposal are not available. 'Urban Development' being a State subject, the approval of Central Government for development of Urban Estate is not required.

(b) to (d) Since the details of the Urban Estate proposal are not available, it is not possible to comment whether the new development will grab most of cultivated agricultural land, the precise area to be eveloped, the number of people likely to be affected and whether a protest is being raised.

Cost of parks in Dwarka plan

2975. SHRI O. P. KOHLI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the cost of neighbourhood parks, sectoral roads etc in Phase-II Dwarka Plan has been included while determining the cost of acquisition of land for Phase-I land also;

(b) if so, the details thereof;

(c) the reasons for loading the cost of these facilities on the Phase-I beneficiaries when those beneficiaries are least expected to use these facilities in Phase-II; and

(d) the corrective steps taken in regard to the above?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P. K. THUNGON): (a) and (b) No, Sir. The cost of neighbourhood parks, sectoral roads etc. has not been included in the cost of land for Phase-I of the Dwarka Project. The cost of acquisition of land for the project as a whole was, however, loaded prorata on Phase-I and II as per the gross area of the projects under the respective phases. The cost of non-saleable land of either of the phases will be borne by the allottees of the respective phases only.

(c) and (d) Since Dwarka project is basically a composite project, the cost of acquisition of land of the project as a whole was proportionately taken into account for the Phase-I costing and therefore, there was no such over-loading. Both the phases have their independent areas earmarked for the various facilities and facilities earmarked in either of the phases will be enjoyed by the allottees of the respective phases.

Expenditure on master plan roads in Dwarka Plan

2976. SHRI O. P. KOHLI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether crores of rupees have been added in the development expenditure on master plan road etc. in Dwarka Plan;

(b) if so, the details thereof;

(c) whether the expenditure on roads is to come from the plan funds; and

(d) if so, the reasons for loading this expenditure on the Dwarka beneficiaries and the steps taken to take off that load?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P. K. THUNGON): (a) Out of the total discounted cost of the project i.e. Rs. 675 crores, only Rs. 50 crores have been added in the development expenditure on account of Master Plan roads and covering of Palam drains. At the initial stage of the project, some approach roads have to be constructed for carrying material to the